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THIS IS UNEVALUATED INFORMATION

1.

19

In 1947 there were

three major aviation companies: the oldest and largest was the China Aviation Company operating in Hong Kong and the Southeast; the second was the Europe and Asia Aviation Company which began operation prior to World War II; the third was the Central Aviation Company, a subsidiary of the Europe and Asia Aviation Company. The China Aviation Company at one time had been associated with the Pan-American Airways; however, due to Communist infiltration its relations were abruptly severed. Personnel for the Central Aviation Company were drawn from the Europe and Asia Aviation Company to insure that administration and operation of company would begin immediately. It received no financial assistance from the parent organization when placed into operation.

2. Very little effort was being made to foster interest in aviation through the media of private flying clubs, aero schools, etc. There were many government-sponsored glider clubs throughout China. Interest in these clubs was great primarily because there were no fees connected with membership. On the mainland the Government erected many parachute towers for entertainment purposes only. Anyone was permitted to use these towers free of charge. The Far East Aviation Corporation, a small unit in Hong Kong since 1940, made attempts to foster interest in aviation by offering free courses in the mechanics of flying and maintenance of aircraft.
3. There had been no evidence of mass use of transport for emergency airlift purposes. It is very possible that, in the event of an emergency, civil transport could and would be utilized for airlift purposes.
4. Likelihood that China will open international air routes to Burma, India, or other countries in the near future will depend on trade and political relations at that time. In the past, Chinese civil aircraft have been known to make flights to Burma on Government business of mutual interest only.

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5. In the vicinity of Shanghai there were three airfields located in Hung Chow, a west end suburb, another at Chian Wan which is not used for commercial traffic, and a third at Nanking. I am unable to give any detailed descriptions of these airfields.
6. There were only a few multi-engined aircraft in China. Repair and maintenance of aircraft in 1947 was most inadequate. Maintenance crews were forced to salvage useable parts from scrap piles. In addition, the supply of aviation petroleum presented a serious problem. Aviation companies located in the vicinity of Hong Kong were well supplied while those in the interior were hampered in their operations due to a petroleum shortage. As far as I know, all reciprocal engine aircraft used 100 octane gas.
7. DC-2 and DC-3 aircraft were used most extensively.

- End -

757.6	IL/C
757.614	IL/C
757.8	IL/C
757.101	IL/C
757.131	IL/C
757.34	IL/C
5-6/735.613	IL/C
757.4	581L
451	581L
757.31	IL/C
757.1	IL/C

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